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11.00 a.m. to 12.00 Noon ... Every 15 minutes.
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Hongkong, 18th November, 1901 47

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3 Connaught Road West.
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GODOWNS Nos. 95, 96, 97 and 101, Praya East.
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Hongkong, 20th June, 1907. 1080

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AUCTION ROOMS, No. 2, Zetland Street. No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.
Apply to—
LEIGH & ORANGE,
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Hongkong, 9th October, 1907. 94

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TWO GODOWNS, No. 7, Wanchai Road, and No. 8, Praya East, at moderate rental.
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TO LET.

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A HOUSE in KNITSFORD TERRACE KOWLOON.
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Hongkong, 1st November, 1907. 92

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One FOUR ROOMED HOUSE at Praya East, near East Point.
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Hongkong, 29th October, 1907. 1735

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Hongkong, 22nd August, 1907. 1382.

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Hongkong, 27th June, 1905. 43

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(From the Daily Graphic)

THE STRENGTH OF THE NAVY.
The current number of the "Navy League Journal" contains a long and interesting examination of the strength of the great navies in material. A system of points is employed for ascertaining the value of the various types, and the general conclusion reached is that in battle ships of the effective type and armoured cruisers the British Navy is just equal to the next two Powers, though it has not the superiority of 10 per cent. which the two Powers stand as laid down by Lord G. Hamilton and Mr. Balfour, postulates. The British strength is given as 96 units and 837 points; the American as 44 of 425 points; the French as 64 of 494 points; the German as 39 of 349 points; and the Japanese as 30 of 300 points. These figures are for ships built and building, including the programmes of the present year. In completed ships England has a greater advantage, and is nearly up to the two Powers standard as laid down. In battle ships, however, the position does not appear to be at all satisfactory. According to the Navy League classification, England has 9 of the first class (Dreadnought and Nelson types) to 4 German and 4 American, 8 of the second class (King Edward type) to 13 American, and 30 of the third class (Formidable and Majestic types) to 29 German and American vessels. In order of actual fighting strength, the Navy League ranks the fleets thus: British, American, German, French, Japanese. It is very doubtful whether the last two should not change place.

THE PAY OF THE SEAMAN.
The new scheme of pay in the navy has not been altogether favourably received on the lower deck. A correspondent draws up this table, contrasting the minimum and maximum rates of pay of the able seaman under the old and the new conditions:

	MINIMUM PER DAY.	MAXIMUM PER DAY.
	Old scale.	New scale.
Able seaman ...	s. d. 1 7	s. d. 1 8
Engaging pay ...	0 2	0 2
Seaman gunner or torpedo man ...	0 4	0 3
Diver ...	0 1	0 1
Total ...	2 6	2 0
Able seaman ...	s. d. 1 7	s. d. 1 8
Engaging pay ...	0 2	0 2
Leading torpedo man ...	0 10	0 7
Diver ...	0 1	0 1
Total ...	2 8	2 4

On this showing there is a loss of from two pence to fourpence a day, which comes at a time when the soldier's pay has been raised. The claim is made that a leading seaman will receive a maximum of only 2s. 11d. against 3s. 8d. under the old scheme, so that his loss will be ninepence; while petty officers will have to serve for a longer period to obtain the old rates of pay.

JAPAN AND THE UNITED STATES.
Despite all the reassuring statements of officials, the intended transfer of the American fleet to the Pacific will only increase the tension if it is accompanied by such talk as is at present filling the American Press. The "New York American," which has an evil reputation for making mischief, has thus traversed the position of Japan in an article which has been widely read and quoted: "It is conceivable, it is even probable, that Japan does want war with the United States. Japan has come to look upon war as a profitable enterprise. It has come out of every war with large increase of territory and large money indemnity. It finds in the United States to-day ... an opportunity for profitable piracy." The organ of the American Navy League takes the opportunity of pointing out that the American fleet is in a very defective condition, that it manoeuvres badly, and is poorly equipped with fire-control and range-finding instruments. Indeed, we are asked to believe that Admiral Evans' force is "no more fit to make an appearance in battle trim than was the ill-fated fleet commanded by Admiral Rozhdestvensky." There is much exaggeration in this; but the fact remains that the American powder is known to be giving trouble, that back-fires are constantly occurring, and that the captains are most of them old.

THE KASHIMA EXPLOSION.
The disastrous explosion on board the Kashima occurred not, as was originally reported, in the 12th, turret, but in the starboard aft 10in. turret. Its exact cause will never be known as all in the turret were killed. The number of deaths was much larger than at first reported, since seven officers and warrant officers and twenty-seven petty officers and men were killed. In addition eight men were injured. These figures certainly suggest that the explosion affected other parts of the ship as well as the turret, since there would scarcely be forty-two men in a single turret, carrying only one gun. Two shots had been fired before the explosion, and the projectile for a third round was found rammed in place in the gun. According to the statement of a man who left the turret just before the accident happened, the powder charge was in place, and the breech just being closed, while a fresh projectile and a fresh charge were ready to the rear of the gun. Both charges must have been fired by a backfire, or by some smouldering fragments in the gun. Commenting on the explosion, "Engineering" reminds the British public that no instance of backfire has occurred with the German naval powder, which it appears to consider safer than our own. It points out that the German Admiralty years ago introduced refrigerating machinery for German magazines, though, at the present time, British warships are only being equipped with such machinery in a leisurely fashion.

GERMAN NAVAL PROGRESS.
The German submarine U1 has done a very successful trial, having covered 570 miles under her own engines at sea, in rough weather. This vessel has oil engines apparently of the heavy oil type, and has a displacement of about 240 tons submerged. The steps which the German Admiralty have taken to prevent loss of life, should anything happen to their submarines, are worth imitation on this side of the North Sea. A pair of lighters have been so equipped that they will be able to raise any submarine which goes to the bottom and refuses to rise. Had this country possessed such a salvage equipment, it is at least possible that the men of the A1 would have been rescued alive. The definite orders for the present year's programme have been given, though their award has long been an open secret. The battle ships are to be built by the G. Weser and Vulkan yards; the cruiser by Blohm and Voos.

How TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Creme Charmante, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

DR. SVEN HEDIN'S JOURNEY THROUGH TIBET.

By a somewhat ironical though undesigned coincidence, a few days before the publication of the Anglo-Russian Convention, with its annexure agreeing that for the next three years at least Tibet should remain closed to scientific expeditions, news was received at Simla of the further travels of Dr. Sven Hedin, who, it will be recalled, was refused permission to cross from India into Tibet, and therefore entered from the northwest. Detailed particulars of the Swedish explorer's journey up to the time of his reaching Shigatse, in February, were given in this Journal on April 8 last, and the present report, July 25, relates to his march from that centre to Tok-chen on the Manasarovar Lake. The results, he says, have been richer than in the first portion of the tour, for he has been almost the whole time in inhabited country. These results include 238 sheets of maps, 410 specimens of rock in connexion with geological profiles, 700 panoramas, a meteorological journal entered three times daily, detailed measurements of the volume of water at every river crossed, a collection of plants and a great number of sketches. The contributions made to the physical geography of Tibet include the measurement of one large lake, Amchok Tso, the measurement of the heights of many peaks and passes and the correction of existing maps in a number of important particulars. The route of Major Ryder and Captain Rawling between Shigatse and Manasarovar was avoided as much as possible and of the 84 days spent on the march only two and a half was on the Tsam, the high road they followed. At seven points he crossed with their route, and wherever he came in contact with the people he was filled with admiration for the excellent work they had done. He regards their triangulation as the very best ever carried out in Tibet. Following the northern bank of the Tsam-po (Brahmaputra), and then the Ragha-Tampo, Dr. Hedin crossed the gigantic mountain range which is a watershed between the Brahmaputra and the self-contained lakes in the heart of Tibet. Crossing by the Chang-lung-polla, Dr. Hedin camped at the eastern foot of Targatso, one of the most magnificent snow mountains of Tibet, and like Kailas (or Gangrimotcho) regarded as holy by the people. He was in sight of Danga-yum-tso when 50 mounted men stopped him, and told him he could go whenever he liked, only not to the holy lake. Consequently he travelled to the southwest to the source of the Ragha-Tampo. He found that the map of the region was nothing like the reality. Nain Singh's Mun-tso is situated not south but west of Danga-yum-tso, four days south-west of the last there. In large lake, Shura-tso. He was not able to cross and measure this lake as he was just breaking up. To the south-west of the lake was a high snow range, a ramification from the head range. This last he crossed and reached Amchok-tso, which he sounded all over. He also measured Dok-chu, the greatest of all the tributaries above Shigatse, and My-chu, a tributary from the northern high range to the Ragha-Tampo, and its northeast tributary Bannu. He was able, in fact, to get a clear idea of the situation and power of all the different rivers in that part of Tibet. Dr. Hedin reports with deep regret the death, from apoplexy, of his caravan bhai, Mohammed Tsa, who had similarly served many prominent explorers during the last quarter of a century, "and no living man," writes Dr. Hedin, "had travelled so much in Central Asia as he." The death occurred at Saka-dzung, whither Dr. Hedin had sent the head caravan in advance, under Mohammed Tsa, and on the evening of his master's arrival there. From Saka-dzung the explorer went by the northern track much used by brigands to Tradum, thence, after a long diversion southwards, to Tuksum, and Shamsang. Sending on the main caravan to Tok Chen, he went up the Kib five short marches, to where it comes out in three branches to three different glaciers of very considerable size. Exports morning built up by the three glaciers cover the country all round, and the present form and lateral moraines are still gigantic. Dr. Hedin announces that he has been met all over the country with the greatest hospitality and kindness, alike from Tibetan officials and nomads. He attributes the friendly relations they try to keep with Europeans largely to the excellent understanding and relations Sir Francis Younghusband established at Lhasa in 1904. He found Sir Francis spoken of with great respect and admiration.—Times.

PHYSICIANS' BOYCOTT.

SAMARANG DOCTORS REFUSE TO ATTEND INSULTING PATIENT.

News of a medical boycott comes from Samarang. Early this month, a resident called in a physician to perform an operation, but he refused afterwards to pay the bill on the ground that the charge was exorbitant. He informed the physician of this in a letter, which the doctor considered insulting. Upon this, the physician consulted other physicians in the city, and they sided with the aggrieved doctor, and sent a letter to the resident, stating that they would refuse to attend him and his family unless he apologized to the insulted physician. The resident declined to do so, and he published the correspondence in the newspapers.

The incident raises the question whether doctors should be allowed thus to put any one under a ban, and refuse to take him as a patient. It should, however, be noted that the boycotting physicians based their action not on the resident's refusal to pay, but on his sending the insulting letter to their associate. As regards the boycotting particularly, the Locomotive newspaper finds the doctors' action to savour too much of trades unionism. In its opinion, the over-charge trouble could be met by fixing the fee on the patient's income, as ascertained from the tax schedule. The Nieuwa van den Dag shows that it would have been more dignified if the physician had said to the patient: The fee is fixed; I cannot higgler over it, and I have no time to sue you. You pay nothing, but don't come to me again for medical treatment.

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Hongkong, 12th August, 1907. 1329

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MAIL TABLES

FOR 1907. Shows the dates of departure of the Mail to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails. Mounted on Card ... 30 Cents. On Paper ... 20 " On Sale at the Hongkong Daily Press (O.S.) Hongkong, 26th January, 1907.

DAVID CORSE & SONS' MERCHANT NAVY NAVY BOILED LONG FLY BELLAH CROWN TARTANING ARNHOLD, KARBURG & CO. Sole Agents. 285

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SHIPPING.

ARRIVALS.

HAITAN, British str., 1,183 J. S. Roach, 13th Nov.—Coast Ports 13th Nov., General—Douglas, Lapraik & Co.
HANOI, French str., 739, Morles, 12th Nov.—Haiphong 9th and Hoihow 11th Nov., General—A. R. Marly.
HOPKINS, British str., 1,350, Jas M. Hay, 12th Nov.—Wuhu and Chinkiang 8th Nov., Rios and General—Jardine, Matheson & Co.
JOSHIN MARU, Japanese str., 702, H. S. Smith, 13th Nov.—Tamsui 10th Nov., General—Oaks Shosen Kaisha.
KIN CHING, Chinese cruiser, 2,400, Chu Chen Pang, 13th Nov.—Shanghai 9th Nov.
KWANLEE, Chinese str., 13th Nov.—Canton.
MATRUDE, German str., 531, A. Ulderup, 13th Nov.—Haiphong and Hoihow 11th Nov., Rios and General—Jardine, Matheson & Co.
PROTEUS, Norw. str., 1,024, F. O. Kolderup, 13th Nov.—Bangkok 31st Oct. via Swatow 12th Nov., General—Aagaard, Thoresen & Co.

CLEARANCES

At the Harbour Master's Office.
13th November.
Helene, German str., for Swatow.
Hugoh, British str., for Haiphong.
Tientsin, British str., for Amoy.
Wakamiya Maru, Jap. str., for Singapore.

DEPARTURES.

13th November.
BORNEO, German str., for Sandakan.
CHIRIKING, British str., for Canton.
CHUNHANG, British str., for Canton.
FUKUSHU MARU, Japanese str., for Fochow.
HOPKINS, British str., for Canton.
INABA MARU, Japanese str., for Singapore.
LAWRENCE, British str., for Nagasaki.
MADOFF, British str., for Moji.
MIFKOO, Chinese str., for Canton.
PHOKTO, Norwegian str., for Canton.
SHANGHAI, British str., for Canton.
TCLV, Norwegian str., for Haiphong.

SHIPPING REPORTS.

The British str. Hopkings reports: Moderate to fresh monsoon, rough sea.
The British str. Haitan reports: From Fochow to Amoy, fresh N. E. monsoon and fine weather. From Amoy to Swatow, fresh N. E. monsoon and fine weather. From Swatow to Hongkong, light variable winds and showery.

VESSELS IN DOCK.

November 13th.
ABERNETHY DOCKS—
KOWLOON DOCKS—Neil Meleod, Sui Tai, Deutscher, H.M.S. Albatross.
COSMOPOLITAN DOCKS—

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Captain J. S. Roach, will be despatched for the above Ports TO-MORROW, the 15th inst., at 10 A.M.
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Hongkong, 13th November, 1907. 1806

THE RUSSIAN VOLUNTEER FLEET.

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"KIEW,"
will be ready to load on MONDAY the 18th November.
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Hongkong, 13th November, 1907. 1712

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"GREGORY APCAR."
Captain S. H. Beldon, will be despatched for the above Ports on TUESDAY, the 19th inst., at Noon.
This steamer has superior accommodation for passengers, is installed throughout with Electric Light, and carries a duly certified Doctor.
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Hongkong, 13th November, 1907. 1816

THE Steamship

"E. FRANZ FERDINAND."
Capt. Matich, will leave for the above place on WEDNESDAY, the 20th inst.
This steamer has capital accommodation for passengers, electric light, carries a doctor and stewardess.
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Hongkong, 12th November, 1907. 3

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November, 1907. 10

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

Sections.
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL.	ARCADIA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 16th inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	NORE	Brit. str.	—	G. Philippe	P. & O. S. N. Co.	About 4th December.
MARSEILLES, &c. via PORTS OF CALL.	IONKIN	French str.	—	Charbonnel	MELCHERS & CO.	On 26th inst., at 1 P.M.
MARSEILLES, HAVRE, GOTHENBURG &c.	CANTON	Swed. str.	—	Brahmer	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAVRE & HAMBURG via STRAITS, &c.	SITHONIA	Ger. str.	k.w.	Bahle	HAMBURG-AMERIKA LINIE	On 31st December.
NAPLES, HAVRE & HAMBURG via STRAITS, &c.	SILEZIA	Ger. str.	k.w.	v. Dohren	HAMBURG-AMERIKA LINIE	On 31st January.
NAPLES, GENOA, ALGIERES, GIBRALTAR &c.	PRINZ LUDWIG	Ger. str.	k.w.	C. Binzer	MELCHERS & CO.	On 21st inst.
TRISTE, &c. via SINGAPORE, &c.	CHINA	Aus. str.	—	A. Petris	SANDER, WIELER & Co.	About 21st inst.
CONSTANTINOPLE, ODESSA & BLACK SEA PORTS	KIEW	Rus. str.	—	Anderson	STANDARD OIL CO.	Quick despatch.
NEW YORK via PORTS & SUEZ CANAL	EMPEROR OF JAPAN	Brit. str.	2 m.	E. V. Roberts	CANADIAN PACIFIC R. CO.	About 10th December.
VANCOUVER via SHANGHAI, JAPAN, &c.	SHAWMUT	Am. str.	—	McArthur	DODWELL & CO., LTD.	On 21st inst., at 4 P.M.
VICTORIA (B.C.) & TACOMA via JAPAN	KATHERINE PARK	Brit. str.	—	G. W. Eidy	GIBB, LIVINGSTON & Co.	To-morrow.
CALLAO AND IQUIQUE, via JAPAN PORTS, &c.	CHANGSHA	Brit. str.	—	D. Lenz	MELCHERS & CO.	On 30th inst., at Noon.
AUSTRALIAN PORTS via TIMOR, PORT DARWIN &c.	IRINE SIGISMUND	Brit. str.	1 m.	C. Lindbergh	MELCHERS & CO.	On 4th Dec., at 4 P.M.
AUSTRALIAN PORTS via MANILA	TJIKIN	Brit. str.	1 m.	H. Koops	BUTTERFIELD & SWIRE	On 5th Dec., at Noon.
COBE	CHIPSING	Dut. str.	—	F. Mooney	JAVA-CHINA-JAPAN L.I.N.	On 24th inst., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	HUTCHOW	Brit. str.	1 m.	E. Forsyth	JARDINE, MATHESON & Co., LD.	Quick despatch.
SHANGHAI via NINGPO	YISANG	Ger. str.	—	W. S. Thomas	MELCHERS & CO.	To-morrow, at 4 P.M.
SHANGHAI	KWONGSANG	Brit. str.	—	W. P. Baker	JARDINE, MATHESON & Co., LD.	On 20th inst., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	MAITA	Ger. str.	—	M. A. Peters	JARDINE, MATHESON & Co., LD.	About 14th inst.
SHANGHAI via SWATOW, AMOY & FOCHOW	P. E. LUTFOLD	Ger. str.	—	H. Kirocher	MELCHERS & CO.	To-day, at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	SROSHU MARU	Jap. str.	—	M. Nemoto	P. & O. S. N. Co.	About 19th inst.
SHANGHAI, YOKOHAMA & KOBE	GERGORY APCAR	Brit. str.	—	S. H. Beldon	DAVID SABBOON & Co., LTD.	On 18th inst., at 8 A.M.
SHANGHAI, KOBE & YOKOHAMA	E. F. FERDINAND	Aus. str.	—	Matovich	SANDER, WIELER & Co.	On 19th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	DORTMUND	Ger. str.	k.w.	H. S. Bradshaw	HAMBURG-AMERIKA LINIE	On 20th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	NYANZA	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	About 24th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	SIAM	Dan. str.	—	H. S. Bradshaw	HAMBURG-AMERIKA LINIE	End of November.
SHANGHAI, YOKOHAMA, KOBE & MOJI	SCANDIA	Ger. str.	k.w.	H. S. Bradshaw	HAMBURG-AMERIKA LINIE	On 2nd December.
TAMSUI via SWATOW & AMOY	JOSHIN MARU	Jap. str.	—	H. S. Bradshaw	OSAKA SHOSHUN KAISHA	On 17th inst., at 9 A.M.
SWATOW, AMOY & FOCHOW	HAITAN	Brit. str.	—	H. S. Bradshaw	DOUGLAS LAPRAIK & Co.	To-morrow, at 10 A.M.
SWATOW & SHANGHAI	SHANGHAI	Brit. str.	—	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 16th inst., at 4 P.M.
SWATOW & SHANGHAI	YCHOW	Brit. str.	—	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 20th inst., at 4 P.M.
MANILA	KUKIANG	Brit. str.	—	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
MANILA	YAPENG	Brit. str.	—	H. S. Bradshaw	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MANILA	ZAFIRO	Brit. str.	—	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 16th inst.
CEBU & ILOILO	YUBI	Brit. str.	—	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 19th inst.
SINGAPORE, PENANG & CALCUTTA	HANTANG	Brit. str.	—	H. S. Bradshaw	BUTTERFIELD & SWIRE	To-day, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Brit. str.	—	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 18th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	SUBANG	Brit. str.	—	H. S. Bradshaw	BUTTERFIELD & SWIRE	About 18th inst.
SAMARANG & SOERABAYA	LISANG	Brit. str.	—	H. S. Bradshaw	BUTTERFIELD & SWIRE	
	TIEMARI	Dut. str.	—	H. S. Bradshaw	BUTTERFIELD & SWIRE	

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PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPEN- HAGEN AND GOTHENBURG	"CANTON"	End of November.
SHANGHAI, YOKOHAMA AND KOBE	"SIAM"	End of November

For Further Particulars, apply to
HONGKONG, 8th November, 1907. MELCHERS & CO., AGENTS. 9

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL.
SINGAPORE, PENANG & CALCUTTA—FOOKSANG	"YIKSANG"	Thursday, 14th Nov., 3 P.M.
SHANGHAI via NINGPO	"YIKSANG"	Thursday, 14th Nov., 4 P.M.
TIENTSIN	"CHIPSING"	Friday, 15th Nov., 4 P.M.
MANILA	"YUENSANG"	Friday, 15th Nov., 4 P.M.
SHANGHAI	"KWONGSANG"	Friday, 15th Nov., 4 P.M.
SINGAPORE	"SUISANG"	Saturday, 16th Nov., 3 P.M.
SINGAPORE, PENANG & CALCUTTA—LAISANG	"LAISANG"	Tuesday, 19th Nov., 3 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.
Hongkong to Singapore 1st Class, Single \$ 65. Return \$100.
Penang " 65. " 150.
Calcutta " 165. " 250.
* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chetoo, Tientsin, Newchwang and Yangtze Ports.
For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. 18
Hongkong, 14th November, 1907.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	A. Fraser	Manila	On 16th November.
RUBI	2540	R. W. Almond	Manila	On 23rd November.

For Freight or Passage apply to
SHEWAN TOMES & CO., GENERAL MANAGER. 15
Hongkong, 9th November, 1907.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).
For freight and further information apply to
SHEWAN TOMES & CO., GENERAL AGENTS. 16
Hongkong, 9th November, 1907.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers, "RHEINLAND," "HAMBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amply and fitted with fans. Laundry on Board. Doctor and Stewardess carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILEZIA" carry first-class passengers and return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples, Southampton or Hamburg.

OUTWARD.
FOR SHANGHAI, KOBE, YOKOHAMA.
SCANDIA ... 2nd Dec.
HAMBURG ... 2nd Jan., 1908
RHEINLAND ... 2nd Febr., 1908

HOMEWARD.
FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH HAVRE & HAMBURG.
SILEZIA ... 11th Dec.
SCANDIA ... 3rd Jan., 1908
HAMBURG ... 5th Febr., 1908
RHEINLAND ... 5th March, 1908

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:
DORTMUND ... FOR SHANGHAI, KOBE & YOKOHAMA ... 23rd Nov.
SCANDIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Dec.
C. FERD. LAISANG ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Dec.

NEXT SAILINGS HOMEWARD:
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

SITHONIA ... HAVRE & HAMBURG ... 23rd Nov.
SILEZIA ... NAPLES, HAVRE & HAMBURG ... 11th Dec.
SCANDIA ... HAVRE & HAMBURG ... 25th Dec.
SCANDIA ... NAPLES, HAVRE & HAMBURG ... 9th Jan. 03

* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabins amply lighted throughout by electricity. Duly qualified Doctor and stewardess carried. Laundry on board.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain	Sailing Date.
SHAWMUT	9,606	E. V. Roberts	On 15th November.
TEEMONT	9,606	T. W. Garlick	On 16th December.
SUVERVIC	6,232	W. Shotton	On 4th January, 1908.
KUMERIC	6,232	Cowley	On 28th January, 1908.

† Cargo only.
CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The twin-screw s.s. "SHAWMUT" and "TEEMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
DODWELL & CO., LIMITED, GENERAL AGENTS. QUEEN'S BUILDINGS.
Hongkong, 1st November, 1907.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ARCADIA,"
Captain A. L. Valentini, carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 16th November, at Noon, taking passengers and cargo for the above ports in connection with the Company's "CHINA," 3,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Bills and Valuables, all cargo for Franco and Teo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to London. The other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "MARMORA," due in London on 28th December, 1907. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT, Superintendent.
Hongkong, 4th November, 1907.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, AND PORT SAID. Taking Cargo at through rates to the HAZEL, to PERSIAN GULF, Red Sea, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS.

THE Company's Steamship

"CHINA"
Capt. A. Petris, will be despatched as above on or about THURSDAY, the 21st November. This steamer has capital accommodation for passengers, electric light and carries a doctor and stewardess. For information as to Passage and Freight apply to SANDER, WIELER & Co., Agents. Princes' Buildings. Hongkong, 31st October, 1907. 3

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSAILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"TONKIN"
Captain Charbonnel, will be despatched for MARSEILLES, on TUESDAY, the 26th November, at 1 P.M.
This steamer connects at Colombo with the Australian line steamship bound for Marseilles via BOMBAY and Aden.
Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.
Cargo also booked for principal places in Europe.
Next sailings will be as follows—
S.S. "POLYNESIE" ... 10th Dec.
S.S. "TOURANE" ... 24th Dec.
G. DE CHAMPEAUX, Agent.
Hongkong, 13th November, 1907. 2

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

For SYDNEY AND MELBOURNE, Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"EASTERN"
Captain McArthur, will be despatched as above on SATURDAY, the 30th inst., at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 4th November, 1907. 1767

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast).

THE Steamship

"SCHUYLKILL,"
Captain Anderson, will be despatched as above on or about the 10th December. For Freight, &c., apply to STANDARD OIL CO. OF NEW YORK, Oriental Freight Department, (Hotel Mansions).
Hongkong, 13th November, 1907. 1721

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at the KOWLOON BOOKSTALL, Mr. H. RUTTON'S KOWLOON STORE, No. 36, Elgin Road & Mr. AH YAU'S FERRY WHARF STALL.
Hongkong, 22nd December, 1907.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	MALTA	About 15th Nov.	Freight and Passage.
LONDON VIA USUAL PORTS	ARCADIA	Noon, 16th Nov.	See Special of Call.
SHANGHAI, MOJI, KOBE, NYANZA and YOKOHAMA	Capt. E. A. Peters.	About 24th Nov.	Freight and Passage.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSSEILLES	NORE	About 4th Dec.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,

Hongkong, 14th November, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW and SHANGHAI	"SHAOSHING"	On 16th Nov., 4 P.M.
CEBU and ILOILO	"HANYANG"	On 18th Nov., 4 P.M.
MANILA	"SUNGKIANG"	On 19th Nov., 4 P.M.
TIENSIN	"HUKOW"	On 20th Nov., 4 P.M.
SWATOW and SHANGHAI	"YOHOW"	On 20th Nov., 4 P.M.
SWATOW and SHANGHAI	"KIUKIANG"	On 23rd Nov., 4 P.M.
KOBE	"TSINAN"	On 25th Nov., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"CHANGSHA"	On 4th Dec., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by them steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPRESS LINE." Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.
18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF JAPAN"	6,000	THURSDAY, 21st Nov.	9th Dec.
"EMPRESS OF CHINA"	6,000	THURSDAY, 19th Dec.	8th Jan.
"EMPRESS OF INDIA"	6,000	THURSDAY, 16th Jan.	3rd Feb.

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M.
Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York \$71.10
Intermediate on Steamers 240. " 242.
and 1st Class Railways.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.
R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya opposite Blake Pier.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMSAI VIA SWATOW	"JOSEPH MARU"	SUNDAY, 17th Nov., at 9 A.M.
AND AMOY	Capt. H. S. SMITH	
SHANGHAI VIA SWATOW,	"SHOSHU MARU"	TUESDAY, 19th Nov., at 8 A.M.
AMOY AND FOCHOW	Capt. M. NAMOTO	

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office
Second Floor, No. 1, Queen's Buildings.
Hongkong, 14th November, 1907.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"SACHSEN"	About Thursday, 14th November.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ REGENT LUITPOLD"	About Tuesday, 19th November.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ LUDWIG"	Thursday, 21st Nov., at Noon.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND"	Thursday, 5th Dec., at Noon.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHRS & CO.

GENERAL AGENTS, HONGKONG & CHINA

Hongkong, 13th November, 1907.

SABANG BAY COALING STATION, POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS—"HARCOAL" SABANG OR AMSTERDAM.
General Agent—G. A. WITT, London, E.C.
Coaling Agents—HALL BLYTH & Co., London, E.C.
Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.
BEST WELSH, JAPANESE, OMILIN, AND BENGAL COAL.
No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT.
FRESH WATER and FODDER, STUPE and PROVISIONS at Moderate Prices.
FLOATING DOCK available for Steamers up to 3,000 tons' displacement and workshop fitted for any ordinary repairs.
For further particulars apply to the Agents at Hongkong.

JAVA-CHINA-JAPAN LIJN,
YORK BUILDINGS.

Hongkong, 1st December, 1906.

PASSENGER SEASON 1908.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

STEAMER	TONS REG.	ON MARCH 11TH.
"BUELOW"	8,000	ON MARCH 11TH.
"PRINZ LUDWIG"	9,630	ON MARCH 25TH.
"PRINZESS ALICE"	10,911	ON APRIL 8TH.

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

MELOHRS & CO.,

Hongkong, 19th August, 1907.

General Agents. 1365

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAPAN	First half of Nov.	JAVA PORTS	Second half of Nov.
TJILATJAP	JAPAN	Second half of Nov.	JAVA PORTS	Second half of Nov.
TJIBODAS	JAPAN	Second half of Nov.	JAVA PORTS	Second half of Nov.
TJIKINI	JAVA	First half of Dec.	JAPAN	First half of Dec.
TJIPANAS	JAVA	First half of Dec.	JAVA PORTS	First half of Dec.
TJILIWONG	JAPAN	Second half of Dec.	JAVA PORTS	Second half of Dec.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the—

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 13th November, 1907.

19

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT. PORTS every fortnight. For Freight and further particulars, apply to

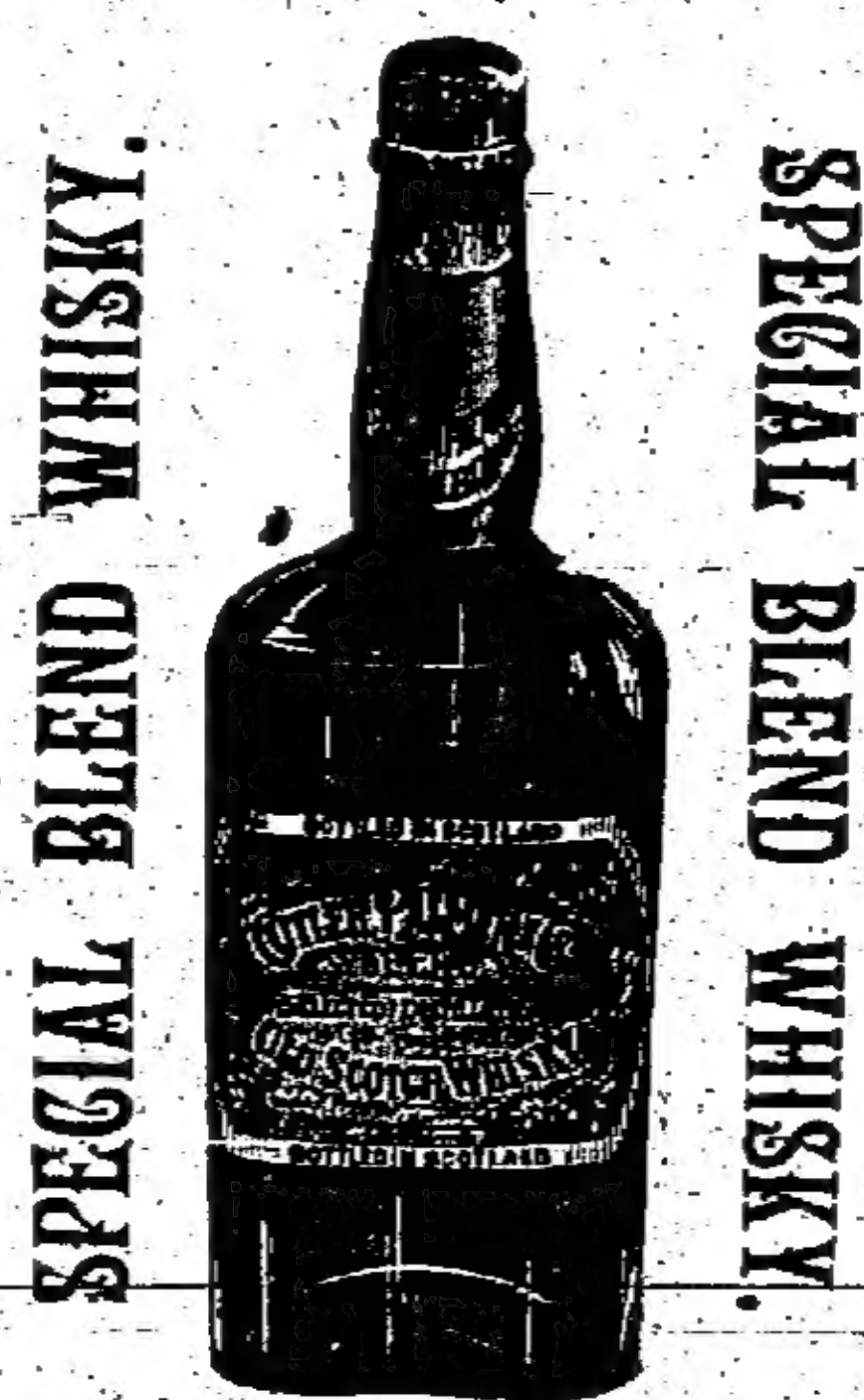
DODWELL & CO., LIMITED
General Agents for China and Japan
Hongkong, 4th August, 1898.

ON SALE

THE
DIRECTOR AND CHRONICLE
FOR 1907.

Complete Edition \$10.00
Small 6.00
Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

Gutler, Palmer & Co.'s



SHIPPERS
Gutler, Palmer & Co., London.
AGENTS

SIEMSEN & CO.,
HONGKONG.

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"LAISANG"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 4 P.M., the 14th inst., will be landed at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 11th November, 1907.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON, AND
STRAITS.

THE Steamship

"GLENLOGAN,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
Goods not cleared by the 18th inst., will be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the Godown, where they will be examined on the 18th inst., at 11 A.M.
No claims will be recognized if not presented within 14 days of the ship's arrival.
MCGREGOR BROS. & GOW.
Hongkong, 9th November, 1907.

BOSTON STEAMSHIP COMPANY

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT"
FROM TACOMA, VICTORIA, YOKO,
HAMA, KOBE, MOJI AND
MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signatures and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected by us in any case whatever.
DODWELL & Co., Ltd.,
Agents.
Hongkong, 8th November, 1907.

S.S. "POLYNESIE" MARINIERE

NOTICE.

CONSIGNEES of Cargo from London
via S. S. "Med" and "Cordona" from
Havre or St. "Cordona" from Bordeaux
or as "Villo de Cote" in connection
with the above Steamer are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risks into the
hazardous and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Ltd., at Kowloon, whence delivery
may be obtained immediately after landing.
Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 10 A.M., To-day, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
TUESDAY, the 19th Nov., 1907, at Noon, will
be subject to rent and landing charges.
All claims must be sent in to me on or before
the 19th Nov., 1907, or they will not be
recognized.
All damaged packages will be examined on
TUESDAY, the 19th Nov., at 5 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Hongkong, 12th November, 1907.

SHIPPING IN PORT.

ACARA, British str., 3,174, Wm. Hume, 18th
October—New York 27th August, Oil—
Standard Oil Co.
CHIPSING, British str., 1,189, F. Mooney, 11th
November—Tientsin Nov. 3rd, Chefoo 5th,
and Weihaiwei 6th, General—Jardine,
Matheson & Co.
CHUNSHANG, British str., 1,417, D. A. King, 3rd
Nov.—Wuhu and Chinkiang 27th October,
Rice & General—Jardine, Matheson & Co.
DREWEY, British str., 1,562, Jenkins, 29th
Oct.—Saigon 24th Oct., Rice and Mail—
Chinese.
DEWAWONGSE, German str., 998, T. V. Bruhn,
6th November—Bangkok and Swatow 5th
Nov., Rice & General—Butterfield & Swire.
EMERSON OF JAPAN, British str., 5,940, H.
Plyus, R.M.S. 30th October—Yokohama
B.C. 1st October, Mail and General—
C.P.E. Co.
FOOKSANG, British str., 1,387, T. Mitchell, 9th
November—Moji 5th November, General—
Jardine, Matheson & Co.
FORESTDALE, British str., 2,283, Noall, 11th
November—Hongkong 7th November, Sugar—
Butterfield & Swire.
FURUKA MARU Japanese str., 1,946, Sakamoto,
11th November—Moji 5th November, Coal—
Mitsui Bishi Goshi-Kwai-ha.
HELMER, German str., 771, J. Jensen, 10th
November—Tientsin, Quinhon and Hoihow
9th November, Rice—Jensen & Co.
HENDRIK JESSE, Norw. str., 2,980, Remertsen,
7th November—Kuchimotzu 2nd Nov., Coal—
Dodwell & Co.
HUPPE, British str., 1,204 H. Mathias, 11th Nov.—
Haiphong 7th, and Hoihow 9th Nov.,
General—Butterfield & Swire.
KWANGLEE, Chinese str., 1,464, E. Lincoln,
8th Nov.—Shanghai 5th Nov., General—
Chinese.
KWEILY, British str., 1,027, Bards, 10th Nov.—
Wuhu and Chinkiang 6th Nov., Rice—
Butterfield & Swire.
KWEIYANG, British str., 1,044, M. Dawson, 10th
Nov.—Newchwang and Chefoo 5th Nov.,
General—Butterfield & Swire.
KWONGSANG, British str., 1,428, W. Palmer-
Baker, 11th November—Shanghai 7th, via
Swatow 10th November, General—Jardine,
Matheson & Co.
LAIRAWA, British str., 3,460, E. J. Todd, 11th
Nov.—Okanta 25th Oct. and Straits 4th
Nov., General—Jardine, Matheson & Co.

MEERPOO, Chinese str., 1,348, John MacArthur,
12th November—Shanghai 9th November,
General—Chinese.
NICHIMET MARU, Jap. str., 880, R. Minagawa,
7th November—Wakamatsu 1st Nov., Coal—
Mitsui Bussan Kaisha.
PAUBRETT, British str., 2,350, Sannard, 20th
October—Tientsin 14th October, Ballast—
Mayer & Co.
PROGRESS, German str., 637, A. Strava, 7th
November—Amoy 5th November, General—
Siemens & Co.
PRONTO, Norwegian str., 888, The Seaberg,
12th November—Haiphong 9th Nov., Coal—
Wallem & Co.
RAJAH, German str., 2,928, H. Peterson, 8th
November—Bangkok 30th Oct., Rice and
Wood—Butterfield & Swire.
SHANTUNG, British str., 1,835, J. Robinson, 1st
Nov.—Peking 20th Oct., Sugar—
Butterfield & Swire.
SHAOSHING, British str., 1,307, W. McIntosh,
12th November—Shanghai 7th, via Amoy
11th Nov., General—Butterfield & Swire.
SHAWMUT, American str., 6,195, Roberts, 8th
November—Manila 5th Nov., General—
Dodwell & Co.
SIBERIA, American str., 5,655, A. Zeeder, 5th
November—San Francisco 9th Oct. and
Shanghai 3rd Nov. Mail and General—
Pacific Mail S.S. Co.
SOLSTAD, Norwegian str., 897, K. Thorsen, 4th
November—Newchwang and Chefoo 28th
Oct., Beans—Aagaard, Thorsen & Co.
SUISANG, British str., 1,785, W. D. Welch,
5th Nov.—Hongkong 2nd Nov., General—
Jardine, Matheson & Co.
TELEMACUS, British str., 1,370, Jas. William-
son, 4th Nov.—Saigon 30th Oct., Rice
and General—Chinese.
TEUCER, British str., 5,805, J. Barwise, 2nd
Nov.—Nagasaki 25th October, General—
Butterfield & Swire.
TIENSIN, British str., 1,227, E. Monkman,
4th November—Wuhu 29th Oct., Rice—
Butterfield & Swire.
VOLTER, British str., 2,509, C. Stott, 22nd
Oct.—Baik Papan 13th Oct., General—
Arnhold, Karberg & Co.
WAKAMATA MARU, Japanese str., 3,437, H.
Takeda, 11th Nov.—Yokohama via Kobe
and Moji 6th Nov., General—Nippon Yusen
Kaisha.
YIKSANG, British str., 1,236, Thomas, 5th Nov.—
Wuhu and Chinkiang 1st Nov., Rice—
Jardine, Matheson & Co.
YUENSANG, British str., 1,128, Rolfe, 12th
November—Amoy 11th November, General—
Jardine, Matheson & Co.
ZAFIRO, British str., 1,619, A. Fraser, 11th
Nov.—Manila 9th Nov., Hemp and Sugar—
Shewan, Tomes & Co.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 700 tons, 10 guns,
3000 h.p., Comdr. E. La T. Leatham,
Hongkong
Astraea, 2nd class cruiser, 4360 tons, 10 guns,
7000 h.p., Captain C. L. Vaughan-Lee
Hongkong
Bedford, British cruiser, Capt. S. E. Erskine,
R.N., Hongkong
Bramble, gunboat, 710 tons, 900 h.p., Lieut.-
Comdr. G. W. Davidson, Shanghai
Britomart, gunboat, 710 tons, 900 h.p., Lieut.-
Comdr. W. L. Bamber, Shanghai
Cadmus, British sloop, 1070 tons, Comdr. B. L.
Majendie, Hongkong
Clio, British sloop, 1070 tons, Comdr. C. D.
S. Raikes, Hongkong. At present a P.
hol, leaves 13th Nov. to return.
Fame, torpedo-boat destroyer, 810 tons, 6
guns, 3700 h.p., Lieut.-Comdr. Gresson,
Hongkong
Flora, 2nd class cruiser, 4360 tons, 10 guns,
7000 h.p., Capt. Roland Nugent, Shanghai
Handy, torpedo-boat destroyer, 235 tons, 6 guns,
4000 h.p., Lieut.-Comdr. W. H. Darwall,
Hongkong
Hart, torpedo-boat destroyer, 295 tons, 6 guns,
4,000 h.p., Lieut.-Comdr. G. C. Dickens,
Hongkong
Janus, torpedo-boat destroyer, 330 tons, 6 guns,
3800 h.p., Lt.-Comdr. C. A. Freemantle,
Hongkong
Kent, armoured, 9890 tons, 14 guns, 22000
h.p., Capt. S. V. de Y. Horsey, en route
Singapore to recommission
King Alfred, British cruiser, 4,500 tons, ship of
the line, Sir Arthur W. Moore, Commander
in Chief, 14100 tons, Capt. Cecil F. Thru-
by, Hongkong
Kinsh, river gunboat, 616 tons, Lieut.-Comdr.
Sidney H. Tenyson, Yangtze
Monmouth, cruiser, 9800 tons, Capt. J. A.
Tate, Hongkong
Moehren, river gunboat, 180 tons, 2 guns,
Lieut.-Comdr. Vaughan, West River
Nightingale, river gunboat, 85 tons, 240 h.p.,
Lieut.-Comdr. R. S. Roy, R.N., Shanghai
Otter, torpedo-boat destroyer, 385 tons, 6 guns,
6900 h.p., Lt.-Comdr. Kiddle, Hongkong
Robin, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut.-Comdr. Walcott, West River
Sandpiper, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut.-Comdr. H. R. Tisdell, West
River
Ships, river gun-boat, 85 tons, 2 guns, 240 h.p.,
Lieut.-Comdr. Alan Dixon, Yangtze
Taku, torpedo boat destroyer, Boon, Strath,
Hongkong
Tamar, receiving ship, 4600 tons 6 guns,
Commodore Stokes, Hongkong
Teal, river gunboat, 180 tons, 2 guns, Lieut.
Comdr. H. R. Godfre, Yangtze
Thistle, gunboat, 710 tons, 900 h.p., Lieut.
Comdr. West, Shanghai
Virago, torpedo-boat destroyer, 385 tons, 6 guns,
6300 h.p., Lieut.-Comdr. Stevenson,
Hongkong
Waterlily, surveying ship, 620 tons 450 h.p.,
Comdr. R. W. Glennie, Bais Bay
Whiting, torpedo-boat destroyer, 380 tons, 5
guns, 5,000 h.p., Lieut.-Comdr. H. B. Cox,
Hongkong
Widgeon, gunboat 185 tons, 2 guns, 800 h.p.,
Lt.-Comdr. John F. Knox, Yangtze
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut.-Comdr. H. R. V. Cottrill, Dornier,
Yangtze
Woodrat, gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut.-Comdr. G. R. Livingston, Yangtze

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE AT
HONGKONG

For Demand Drafts on London on the day of
or preceding the departure of the English
Mails; also Table of the Yearly
Approximate Averages for 33 Years
From 1874 to 1906.

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